COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S WATERPROOF CLOAKS, CHRISTY'S TWEED CAPS, COLLARS (ALL SIZES AND SHAPES), TRAVELLING TRUNKS, &c., &c., &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 414 光緒二十二年七月初二日 MONDAY, AUGUST 10, 1896. 一千八百九十六年八月十號 香港英字日報 THIRTY DOLLARS PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 5,750,000
RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving, | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [11

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " 3½ "
" 3 " 2½ "

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1895. [8

Notice of Firms.

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, 20th July, 1896. [1149

Intimations.

THE PHARMACY.

TANSAN, TANSAN,
TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH of CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]

JUST RECEIVED ANOTHER CONSIGNMENT OF
FRESH DAIRY BUTTER.
WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER is guaranteed PURE and of THE FINEST QUALITY.

In 2lb., 1lb. and ½lb. TIN. RETAIL PRICE...$1.20, 60c. and 30c.

THE HONGKONG BUTCHERY,
CENTRAL MARKET.
J. TATAM,
PROPRIETOR. [42
Hongkong, 1st July, 1895.

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has long taken the lead in SIMPLIFYING the CONDITIONS and LIBERALISING the CONTRACT of LIFE ASSURANCE, thereby giving greatly increased Security to the Holders of the Company's Policies.

For full Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd March, 1896. [464

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL£2,000,000
TOTAL FUNDS AND SECURITY.....£2,480,053
NET ANNUAL FIRE PREMIA.....£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [910

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333.33.
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 19th December, 1895. [43

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [247

For Sale.

FOR SALE.

1.—A "SAFETY" BICYCLE "SUNBEAM" (Wolverhampton Factory). Pneumatic Tyres. Carter's Dustproof Oil-bath Gear-case. Special Lamp. All appliances. Can be seen between 2 and 6 P.M. any day. Apply to Corporal PENTECOST, M.S.C., Wellington Barracks.—Price $120.

2.—DOUBLE-BARRELLED HAMMERLESS 12-bore GUN, by WATSON, in case. All Appliances. Good as New. Left Barrel ¼ choke. Apply to HALL PORTER, Hongkong Club.—Price $140.
Hongkong, 8th August, 1896. [1249

WANTED.

FOR a SHANGHAI FIRM, on a FIVE YEARS' AGREEMENT, a man who thoroughly understands the IMPORT and EXPORT BUSINESS. Only such who can prove that they have had experience in this Branch may reply to
"X."
1215] c/o *Hongkong Telegraph* Office.

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [821

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
STRAITS AND BOMBAY....	*Britodist*.....	T. Wickenden.....	Noon, 11th Aug...	Freight or Passage. (Calling at Colombo if sufficient inducement offers).
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 14th Aug....	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Bornao*	E. P. Bishop	About 20th Aug...	Freight or Passage
JAPAN, &c.	*Canton*	A. G. Cubitt, R.N.R.....	About 21st Aug...	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	*Kaisar-i-Hind*..	C. L. Daniel	About 22nd Aug...	Freight or Passage.
LONDON	*Formosa*.....	R. A. Peters	About 2nd Sept...	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 10th August, 1896. [431

LANE, CRAWFORD & CO.

GENERAL IMPORTERS.

OFFICE STATIONERY of all kinds Account Books, Copying Books, Copying Presses, Water Wells, Dampers.

REMINGTON TYPEWRITERS, Typewriter Ribbons, Typewriter Erasers, Typewriter Sundries. Pens, Penholders and Pencils.

STEPHENS BLUE BLACK INK, Stephens Copying Ink, Letter Files, Rulers.

ARCHITECTS SUNDRIES.

MATHEMATICAL AND DRAWING INSTRUMENTS, T. Squares, Set Squares, Boxwood Scales, Protractors, Parallel Rules, Drawing Boards, Measures.

CHUBB'S AND PHILLIP'S SAFES, in all sizes and at moderate prices.

LANE, CRAWFORD & CO.
Hongkong, 4th August, 1896. [273

THE CLUB HOTEL, 5, *BUND, YOKOHAMA.*

HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

BILLIARDS
AT H.K. HOTEL
THREE PRIZES.

AQUARIUS

THE TABLE WATER OF THE FAR EAST.
"SECOND TO NONE."

TRADE MARK. *ESTD. 1884.* TELEPHONE—75.

Being made from TREBLE-DISTILLED WATER only, it has a Purity that natural Mineral Waters cannot hope to attain.

SOLE AGENTS:—
CALDBECK, MACGREGOR & Co.,
General Manager,
THE AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 1st August, 1896. 39

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 55.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896. [28

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

AUTHENTICATED TESTIMONIAL.
S.S. "PROPONTIS,"
7/4/96.

W. JACKSON, Esq.,
Manager,
BELL'S ASBESTOS EASTERN AGENCY.

DEAR SIR,

With regard to the composition applied by you to the Boilers and Steam Pipes of this Steamer, I beg to State that it has given every satisfaction.

The Donkey Boiler, which is on the upper deck and totally exposed to the weather, had a very severe test last trip, and seas breaking over it continually did not detach any of the composition nor has it in any way deteriorated.

In my opinion it is one of the best non-conducting compositions I have seen and perfectly self-adhesive.

Yours faithfully,
(Signed) A. H. MACDONALD,
Chief Engineer.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES. Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

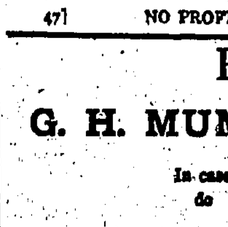
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
1030]

W. POWELL & CO.

EX S.S. "GLENFRUIN."
SOME PARTICULARLY PRETTY SPECIALITIES IN
LADIES MILLINERY AND DRESS GOODS.
ILLUSTRATED LISTS FREE BY POST.
W. POWELL & CO.
Hongkong, 23rd July, 1896. [1004

W. BREWER & CO.

LAWN TENNIS BALLS.
THE FAULTLESS.
THE CHAMPIONSHIP.
THE CHAMPION
(1895 BALLS AT REDUCED PRICES.)
TENNIS BATS.
TENNIS BAT HANDLES.
TENNIS BAT PRESSES.
TENNIS SHOES.
FRESH STOCK.
Hongkong, 22nd July, 1896. [899



TRADE MARK. 洋行 *Hong Name:—* 源和 YUEN WO.
TELEPHONE, No. 135.

CLUB

A Blend of the finest Old Scotch Whiskies possessing the taste and bouquet of an Old Liqueur Whisky. This blend has met with great success on account of its exceptional value.

Price $11.00.....per dozen.

To be obtained only from
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 28th July, 1896. [420

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES,
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

NOISELESS. SMOKELESS.



SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
471 NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1895. [805

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 11th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 10th August, 1896. [1260

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAIGON.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched TO-MORROW, the 11th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1896. [1245

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

JAVA, CHINA, JAPAN LINE.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

THE Steamship

"FEDERATION,"

Captain J. Prentice, will be despatched for the above Ports TO-MORROW, the 11th instant, at 5 P.M., instead of as previously advertised.

Through Bills of Lading issued for all Ports in the East Indian Archipelago, Amsterdam, Rotterdam, Genoa, Marseilles, Antwerp, London, Naples, Leghorn and Trieste.

For Freight or Passage, apply to

LAUTS, WEGENER & Co., General Agents.

Hongkong, 10th August, 1896. [1246

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

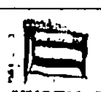
"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on WEDNESDAY, the 12th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 10th August, 1896. [1225



NIPPON YUSEN KAISHA.

FOR SHANGHAI (DIRECT).

THE Company's Steamship

"SATSUMA MARU,"

Captain F. L. Sommer, will be despatched for the above Port on WEDNESDAY, the 12th instant, at 5 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 10th August, 1896. [1261

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.

THE Company's Steamship

"TAMSUI,"

Captain Pearce, will be despatched as above on WEDNESDAY, the 12th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1896. [1256

FOR SHANGHAI.

THE Steamship

"PEIYANG,"

Captain Th. Lehmann, will be despatched for the above Port on WEDNESDAY, the 12th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, 10th August, 1896. [1266

FOR YOKOHAMA AND KOBE.

THE Steamship

"KACHIDATE MARU"

will be despatched as above on WEDNESDAY, the 12th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1896. [1257

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"MARIA RICKMERS,"

Captain E. Berg, will be despatched as above on THURSDAY, the 13th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 10th August, 1896. [1050

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 17th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 24th instant, otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 A.M.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 10th August, 1896. [1262

To-day's Advertisements.

WIRTH'S CIRCUS.

LOCATION—RECLAMATION, WEST POINT.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

TESTIMONIAL BENEFIT TENDERED TO Mrs. WIRTH,

Under the Distinguished Patronage of HIS EXCELLENCY SIR WILLIAM ROBINSON, K.C.M.G., and MAJOR-GENERAL BLACK, C.B.

SPECIALLY SELECTED PROGRAMME.

Reserve Boxes can be obtained at BREWER & Co.

Hongkong, 10th August, 1896. [1259

TENDERS

TO rig up the Italian Barque *LOTHAIR*, will be received by the Undersigned up to THURSDAY, the 13th instant, at NOON.

1st.—Tender to Supply MASTS, YARDS, BOOMS, &c., &c., and all the IRON WORKS necessary.

2nd.—Tender to Supply STANDING and RUNNING RIGGING, BLOCKS, SAILS, &c., &c.

Particulars can be obtained at the Office of the Undersigned, who do not bind themselves to accept the lowest or any Tender.

D. MUSSO & Co.

Hongkong, 10th August, 1896. [1265

VICTORIA ENGLISH SCHOOLS, CRAIGENGOWER, CAINE ROAD.

THE above SCHOOLS will RE-OPEN for the NEW TERM on MONDAY, the 17th August.

For Terms, etc.; apply to

HEADMASTER.

Hongkong, 10th August, 1896. [1263

GOVERNMENT NOTIFICATION. No. 103.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 17th day of August, 1896, at 4 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st August, 1896. [1264

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 17th day of August, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rt.	Upset price.	
			ft.	ft.	ft.	ft.		$	$	
1	Inland Lot No. 1,384	North of MacDonnell Road.	210	rds. 0 1/2 rds. 1 1/2		114	17,204	33,200	210	4,980

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, *VICTORIA DISPENSARY*, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [427

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

Intimation.

And all signed messages addressed this will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [c

BIRTH.

At Stolzenfels, The Peak, on Sunday, the 9th instant, the wife of P. SACHSE, of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 10, 1896.

NOTES AND COMMENTS.

We note from recent issues of our Shanghai contemporaries that there has been either in fact or, at all events, in contemplation an attempt on the part of the Chinese authorities to "jump a claim"—as the *North China Daily News* puts it—at Shanghai, and that those who held what they believed to be riparian rights to certain portions of foreshore are disputing the legality of the action of the Chinese and, *mirabile dictu*, rely to a certain extent upon Chinese law and custom for a settlement of the dispute in a manner agreeable to the foreign lessees. The land in respect of which the difficulty has arisen is known as "Bund foreshore;" that is, it is foreshore of land within the boundaries of a foreign settlement, or concession. Presumably it is a portion of the beach or bank of the Whangpoo River. Assuming this be so, we have no hesitation in saying that the claim of the Chinese authorities is preposterous, that no question of the kind should ever have arisen, and that prompt and very decisive action should be taken to settle once and for ever whatever issues are involved in the difficulty.

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It is said that the Shanghailanders rely largely on Chinese law and custom as giving the holders of the land a right to accretions, and it is also stated that Chinese law "is elastic enough to work in all sorts of ways." We are afraid that there is something radically wrong and slipshod in the form in which title deeds are drawn up in the Model Settlement. We can well believe that Chinese law—if there is such a thing as *law* in China—"is elastic enough to work in all sorts of ways," but fail to appreciate the necessity, in the premises, for reliance being placed in Chinese law and custom. If our friends rely upon British law and British justice for a proper settlement of the dispute there would be some hope of the foreigners getting the best of those who have ruthlessly disturbed their peace of mind; but, on the contrary, we are told they rely on Chinese custom and Chinese law!!!

* * *

It would be well, we think, for the foreign Consuls at Shanghai to take this matter in hand at once, and if urgent representations to the Taotai of Shanghai are ineffective—if that official is too obtuse to understand that "possession is nine points of the law," and fails to appreciate the advantages derivable from living at peace with his neighbours—then the matter should be appealed to Peking for immediate settlement. Foreign interests are far too great at Shanghai and at other treaty ports to be trifled with as they were recently at Chefoo, and now at Shanghai, and we therefore feel it our duty to urge the interested parties in Shanghai to abandon for ever the notion that we are bound in any shape or form by Chinese law or Chinese custom, press the Taotai for the immediate relinquishment of all claims to the whole of the foreshore, and if the Taotai fails to comply with the conditions set forth in a Consular *ultimatum*, refer the matter to Peking and at the same time forward representations through the Doyen of the *Corps Diplomatique* to the various Governments in Europe who are in any way concerned in the matter. If all else fails, the Ministers in Peking can surely arrange that the disputed foreshore shall for all time be regarded as public property, though we are not prepared to admit that such an arrangement would be a proper and dignified settlement of a difficulty that should not have arisen. It would only be better than nothing.

TELEGRAMS.

REUTER'S MESSAGES.

THE LOTHAIRE TRIAL.

LONDON, August 6th.

The acquittal of Major Lothaire has been confirmed on appeal at Brussels. The newspapers comment bitterly on the acquittal.

[The *Saturday Review* recently commented on on the Lothair affair as follows:—It appears that the Brussels papers were premature in announcing that Major Lothaire had been acquitted before being tried; but the fact that the report originated in the Belgian capital, and was circulated in good faith, shows what those who know best think of the administration of justice at Boma. The point for us is, that it led to the interesting disclosure that the British Government had no means of ascertaining the truth or falsehood of the report. The situation, then, is this: a British subject is murdered in the territory of a friendly State, and his goods stolen by the murderer. Full trial and justice are promised, the accused meanwhile continuing his official career for some fifteen or sixteen months before he turns up for trial, and when the investigation is due at Boma, the British Government maintains such a detached attitude about the whole affair that it cannot or will not give the murdered man's relatives any information. The Foreign Office does not even seem to be quite sure whether it is represented at the trial or not. We are assured, however, that Major Lothaire is being proceeded against on an indictment under which it will be in the power of the tribunal, if he be found guilty, to inflict a fine of twenty-five francs! And all the while the Foreign Office gives no answer to the petition of Stokes's mother, who was dependent on an allowance from him, and who asks for some of the money in the hands of the Government to keep her from destitution.]

CRICKET.

Mr. Ranjit Singh yesterday reached an aggregate score, for the season, of 2,000 runs.

MATABELELAND.

Colonel Plumer's Column has routed five Matabele impis. The British loss included Major Kershaw and four others killed, and fifteen (mostly officers) wounded.

(From Japanese Papers.)

THE N.Y.K. LINE TO AUSTRALIA.

TOKIO, July 3rd.

The Nippon Yusen Kaisha has decided to open the Australian line shortly and in a few days representatives will be dispatched to make the preliminary arrangements.

M. WAEBER PROMOTED.

TOKIO, July 3rd.

It is reported that M. Waeber, Russian *Chargé d'Affaires* in Korea, has been appointed Minister Plenipotentiary to Korea, with residence at Seoul.

THE CHIN-YEN.

TOKIO, July 20th.

The official trial trip of the battleship *Chin-yen* (late *Chin-yuen*) will take place at Yokosuka on August 2nd. Next month she will go on a cruise to Hokkaido, Vladivostock, Korea, and China. The *Matsushima* will accompany her.

ARREST OF AN EX-BANK PRESIDENT.

TOKIO, July 31st.

Mr. Murata Tsutsumi, late President of the Murata Bank, was arrested last night on a warrant issued by the Tokio District Court. The charge against him is said to be fraud.

FORMOSAN AFFAIRS.

TOKIO, July 30th.

It is reported that the Governor-General of Formosa has applied to the Government asking that the officials in Formosa be exempted from the obligation of contributing a tenth of their salary toward the "Men-of-war Fund," on the ground that all things in Formosa are three or four times dearer than at home.

TOKIO, July 31st.

An Imperial Ordinance has been issued authorizing the Governor-General of Formosa to allow the Customs tide-waiters, policemen and prison warders in Formosa to carry firearms, to be used only under the following circumstances:—(1.)—When subjected to outrage; (2.)—When the weapon is absolutely necessary for protecting a place or thing or for self defence. In time of emergency, when they may be called upon for military service, the use of firearms will be subject to the order of the commander of the garrison to which they are attached.

KOREAN AFFAIRS.

TOKIO, July 30th.

Mr. Hara, the Minister to Seoul, has been holding daily conferences since the 28th with the Korean Foreign Minister in connection with the claim for compensation for the damage suffered by Japanese merchants during the recent disturbance in Korea.

TOKIO, July 31st.

The deputation sent by the Japanese merchants in Korea, who suffered damage to their property at the hands of the Korean rioters, waited on Marquis Saionji, Acting Minister for Foreign Affairs, yesterday, and inquired how the negotiations with the Korean Government for compensation were proceeding. The Marquis replied that compensation for loss of life was now being demanded and that compensation for damage to property will be claimed in due course. The Government intends, added the Marquis, to *claim the full amount of the damage.*

LOCAL AND GENERAL.

THERE were no cases of plague yesterday. Two cases were reported to-day—one in the city and one from Kowloon.

IT is reported from Simla that Colonel Wilmott's new lance for native cavalry regiments has been generally approved, and is likely to be adopted.

THE returns of the number of visitors to the City Hall Museum for the week ended August 9th are:—Europeans, 146; Chinese, 1,755; total 1,901.

TWO men who were found guilty at the Magistracy this morning of intimidating the workmen of Messrs. Fenwick & Co.'s works at Wanchai, were "sent up" by Captain Hastings for forty-two days.

THE Red Cross Hospitals which were established along the coast of Miyage prefecture devastated by the seismic wave were closed on the 30th ultimo, the patients having sufficiently recovered to leave the hospitals.

SHUT HIM UP.—*Cad* (after trying various means to draw young lady into conversation): "Can you oblige me with the time?" *Young Lady*: "I really don't know." *Cad*: "But, weally, I just saw you looking at your watch." *Young Lady*: "Yes. I was looking to see if it was there, that's all."

THE Polo tournament has been postponed till to-morrow owing to the ground being too wet to play on this afternoon.

A CHINESE house-boy, who threw a stone at a watchman at Wirth's Circus who would not let him into the tent on Saturday night, was this morning fined $7, with the option of fourteen days' "hard," by Captain Hastings.

LAST Saturday afternoon Mr. E. E. McLellan, chief officer of the Scottish Oriental Co.'s Hongkong-Bangkok liner *Devawongse* and recently acting captain of the *Kong Beng*, led to the altar of the pretty little Union Church Miss Isabella Ludlow, of Toronto. The bride was given away by Captain Farrell (s.s. *Machew*) and Captain Primrose was best man. We heartily congratulate Captain McLellan and wish him a long, happy, and prosperous married life.

"IT is no secret," says the *Financial News*, "that several of the members of Lloyd's have for some years past been doing a considerable business in insuring against twins, and not a few curious stories are afloat as to the very great ladies who have taken out policies. It will be news, however, to the shareholders in the Law Guarantee and Trust Society to learn that they have gone into the same business, and, what is more, have had to pay up on their very first risk. The policy was only for £200, and the premium was £5; but it is rather funny to think of a Board of eminent solicitors solemnly considering the advisability of insuring Mrs. A. and Lady B."

THE *North-China Daily News* comments on the "rise" in the tariff of the English, Danish, and Chinese telegraph administrations as follows:—Two advertisements which appear in another part of our impression this morning will be read with a good deal of surprise, for they announce a totally unexpected increase in the telegraph rates from Shanghai, obviously as the result of the Imperial Chinese Telegraph Administration abandoning its independent attitude. The identity of the terms of the announcement, and the "outpayments to other Telegraph administrations" being given in each case as a reason, are curious, if not convincing. A time like the present, when our means of communicating by cable with the rest of the world are in a state of disorganisation and interruption, hardly appeals to us as a good one for a general increase of charges, unless it be that merchants are to be made to furnish the means of providing a system more in accord with modern requirements.

WE would remind our readers of the benefit to be tendered Mrs. Wirth this evening by the members of Wirth's Circus, under the patronage of his Excellency the Governor and Major General Black, C. B. Every arrangement has been made for the comfort and convenience of the audience to-night, and a specially bright programme will be presented, so there should be a good house. This lady has been specially unfortunate since she left Shanghai. The first and greatest loss was the death of her husband just before the arrival of the Company in this Colony. Following this came the first typhoon, which did extensive damage to the auxiliaries of the pitch, and the bad weather prevented several shows. Even on Friday night last, by an accident during the performance, one of the leading ladies had her arm broken and is thus prevented from again appearing here. Seats may be booked at Messrs Brewer & Co.'s to-day. Doors open at 8 p.m. Performance commences at 9 o'clock.

ACCORDING to a report of the South Australian School of Mines, that ready solubility of gold in a weak solution of cyanide of potassium upon which depends the extraction of so much of the metal from poor quartz rock, is very adversely affected by the presence of traces of sulphides. Fifty cubic centimetres of a 0.2 per cent. solution of cyanide of potassium mixed with a cubic centimetre of an aqueous solution of sulphuretted hydrogen, failed to dissolve a gold leaf which would have been dissolved by the cyanide alone in about three minutes. Agitation with a small quantity of mercuric oxide removed the sulphur and restored the cyanide to activity. The publication of this report will probably go far to prevent some unaccountable failures in working the cyanide process. In the same report it is stated that if iron is in contact with the zinc used to precipitate the gold from the cyanide solution, a local action sets in, and the potassium cyanide (which ordinarily is used over again) is wasted by the formation of a deposit of zinc cyanide; the precipitation of the gold being also incomplete.—*Public Opinion.*

MEMORANDA.

TO-DAY,—10th August.

The Transfer Books of the Hongkong & Whampoa Dock Co., Ltd., close from this date to the 24th inst., inclusive.

9 p.m.—Wirth's Circus and Menagerie, at West Point.

TO-MORROW,—11th August.

Indian mail due.

2.30 p.m.—Justices Meeting.

4 p.m.—Auction of 2 lots of Crown Land at North of MacDonnell Road.

5.30 p.m.—Meeting of Zetland Lodge.

WEDNESDAY,—12th August.

Noon.—*Empress of China* leaves for Vancouver, *via* usual ports of call.

4 p.m.—Auction of a lot of Crown Land at Mok Un, North of Hunghom Police Station.

THURSDAY,—13th August.

American mail due.

11 a.m.—English Mail closes.

Noon.—*Miyanoura* sails for London.

5 p.m.—A private meeting of Registered Shareholders of Messrs Geo. Fenwick & Co., Ltd., at the Hongkong Hotel.

SATURDAY,—15th August.

French and Tacoma mails due.

Noon.—Meeting of shareholders of the Hongkong and Shanghai Banking Corporation, at the City Hall.

4 p.m.—Shanghai *Share List* of the Shanghai Oil Mill Company closes.

9 p.m.—Meeting of Perseverance Lodge.

SUNDAY,—16th August.

Daylight.—*City of Peking* leaves for San Francisco, *via* usual ports of call.

BY private advices from Hoihow we learn that the Revenue Cruiser *Fokoo*, which left this port for her station at South Hainan on the 25th ult., experienced the typhoon of the 29th ult. while at anchor in Huilingaan roadstead, about 65 miles W.S.W. of St. John's Island. The force of the wind there was terrific, the lowest barometric reading being 29.03, about 2 a.m. of the 30th, while the strongest gusts were felt a couple of hours later.

IN reference to the Policy of Russia in the East the *Far East* says:—It all depends from which side one looks at things, and we are always mindful of our duty to give our readers a clear and comprehensive view of affairs, but there are occasions on which political matters are open to different constructions. This reminds us of a story: Early in the fifties an English showman exhibited a strange animal which, he used to tell his audience, measured 5 feet 3 inches from the tip of its nose to the tip of its tail, and 3 feet 6 inches from the tip of its tail to the tip of its nose. But the showman himself always expressed some doubt on this remarkable fact. According to which way the rouble rolls, then the Russian bear in Vladivostock is 6 feet 3 inches from tip to tip one way, and 3 feet and 6 inches the other way. That is as near as we can come to an explanation of the policy of Russia in the East. Of course we could spin this out to two or three columns, but why should we?

LORD Charles Beresford paid a visit to the House of Commons the other day and addressed the Parliamentary Committee of the Navy League on the question of manning the Fleet. Sir Charles Dilke occupied the chair. The strengthening of the Reserve will form an important feature in the Naval programme next session. At present the Admiralty entertain the opinion that in the event of war every ship in the Navy could be manned by taking 11,000 sailors from the Reserve. Lord Charles, however, holds that at present the Reserve is not a living reality. It is, he considers, deficient to the extent of at least 20,000 men, and, furthermore, a portion of the force is ineffective because it has had no sea training, and no practice except with obsolete guns. He quite appreciated the difficulties of "My Lords" at Whitehall, but they had laid it down that the safety of the nation depended on the strength of the Fleet, and he deemed it his duty to educate the nation as to the shortcomings of the Navy. He had been urged, he said, not to badger the Admiralty, because they had done so much already. Fully and freely he allowed that they had accomplished an enormous amount, but not enough for the complete safety of the nation, and they should not rest until that end was attained. The speech, which was delivered with characteristic energy, gave rise to an animated discussion.

A MR. Robert L. Leich (of 2104 H Street, Washington, D. C.) writes to the *New York Maritime Register* as follows:—"In your issue of June 24th, in an editorial, you say that the benefit to our foreign shipping, which the St. Louis platform promises to secure through differential duties, is illusory. You take the ground that other nations would retaliate with the same weapons, and so secure our future increased export trade. What power have we under exising conditions to prevent their doing that? Who carries the great bulk of our exports and imports now? On what could they retaliate? It is not true that we have nothing to lose and everything to gain. And did we not flourish exceedingly, before the war, under just such a differential system as is now proposed? Nevertheless, I do not favor a return to that kind of legislation; but my opposition rests on the broad ground of international comity and equity. Healthy competition, the kind that builds up trade, is one thing; commercial warfare is quite another. Let us stimulate our shipping industry with every legitimate means. A nation that taxes imported wares for the benefit, primarily, of such citizens as are engaged in manufacturing, can surely find equally equitable and efficacious means to protect those engaged in foreign shipping—one is no more, and no less, part of the general welfare than the other."

VERY HUMILIATING.—"It's humiliating," said the man with the long hair and the far-away look, "Mighty humiliating. But I've done it before, and I suppose my pride can stand another jolt." "What do you mean?" asked the policeman in whom he was confiding. "You see, I'm a poet. I write real poetry, I never stop this side of six pages, and my epics are so much like 'Paradise Lost' that a whole lot of people can't tell the difference. I cling to art for art's sake, I do." "Well, what's your humiliation?" "I've got to go around to a fellow that scribbles doggerel and sells it and borrow another dollar."

A FLAG OFFICER writes:—In the present dearth of junior officers, from lieutenants down, the the notion of sending boys straight to sea in order to make them practical, *i.e.*, useful, as soon as possible may be worth considering. I think I have heard it said that boys in the public schools who have an inclination for the navy are choked off by a dislike to the idea of two years in a college or the *Britannia*, and would much prefer joining the ship direct. Surely there would be room on board the battleships and cruisers for as many as would be necessary. The competitive examinations might be eased up; many a stout fellow has been rejected for a puny one with a better or quicker head for figures. Additional naval instructors might be had, and the youngsters would, of course, be drafted into training ships when advisable. Meanwhile they would be actually on the scene of their future life, they would be early imbibing that *esprit* no college or *Britannia* could impart. I believe they would be better looked after and cared for than among hundreds of others. The objects of their immediate ambition—the lieutenants—would be at work before them, and they would see in the near distance the "lone chieftain" sitting on the top of that ladder, on the first rung of which they have their own foot; their discipline would be more wholesome, they would soon get accustomed to the sight of big guns and torpedoes, and their work with the gunnery and torpedo lieutenants would be very gradual. The naval instructor would soon have them up in spherical trigonometry, which covers all nautical problems, and they would be practical "observers." At the end of two years they would, says the *Army and Navy Gazette*, be worth a dozen of the youths who appeared with the same time from college.

THE STORM.

Forewarned as we again were by the valuable intimations, received through the courtesy of the Spanish Consul at this port, from Manila, it did not much surprise the residents of this Colony yesterday morning to find on rising that there was another typhoon raging in the neighbourhood, and all were fully prepared for it. Early in the morning the leaden sky looked very threatening and the wind blew in fitful typhoon gusts from the N. E. By 9.30 a.m. the wind had increased to a gale, and the small craft in the harbour were all scurrying for shelter at Causeway Bay and behind Stonecutters. The Black South Cone was hoisted on the *Victor*, and when at 9.45 a.m. the signal gun was fired, indicating that a strong gale might be expected here, the steamers in port began to make for shelter in Kowloon Bay. By 11 o'clock the gale rendered the negotiation of the harbour by the ferry steamers a difficult and dangerous operation, and the 11.15 launch from Kowloon was the last boat to cross yesterday. Her passengers, who were landed at Jardine's East Point pier, were drenched to the skin *en voyage*, and were very glad to again set feet on *terra firma*. About noon the rain came down in torrents, taking off about 2 p.m. and clearing up during the afternoon, although the wind gradually shifted to the east and increased up to 4 p.m., when the barometer read 29.50, the lowest point reached, and soon after 4 it began to rise slowly.

This morning the Observatory signals indicated that the storm had passed to the west of us, and, though the wind blew strong and fitfully during the day, traffic was not interefered with and the steamers all returned to their berths.

Thanks to the ample warning both from Manila and our very own Observatory, and the fact of the blow passing well to the southward of us, very little damage was done in the Colony. The hideous and practically useless matshed recently erected on Pedder's Wharf was of course completely unroofed, and two large junks that foolishly failed to run for shelter came to grief alongside the Praya wall. Their crews were not drowned, neither were their foolhardy skippers. Two dust-boats were washed ashore down Wanchai way.

The Observatory officials issued the following report this forenoon :—

On the 9th at 6.30 p.m : Typhoon centre appears to be situated about 100 miles to the S.S.W. of Gap Rock, moving W.N.W. At 8.10 p.m. Black Ball hoisted. On the 10th at 10.30 a.m.: Black Ball lowered. The typhoon has entered the N.E. part of the Gulf of Tongking. At 11.0 p.m. the barometer has fallen considerably at Haiphong, and risen quickly at Bolinao and Hongkong. High pressure covers Japan. Forecast : —S.E. winds, decreasing ; squally and showery. At 4 p.m. the barometer read 29.76.

THE CHUK HING LANE TRAGEDY.

LAI MIT CONFESSES TO THE SAM-ON MAGISTRATE.

Yesterday morning Detective-Inspector Stanton, in charge of the case and on behalf of the Hongkong Government, went to San-on, a district-city about thirty miles up the Canton River, with the witnesses for the prosecution of Lai Mit, who was to be tried by the District Magistrate of that town for the murder of Lai Tak-sing, a Hongkong detective, on the 12th June last, under circumstances detailed by us at the time. He was accompanied by Detective Inspector Quincey, Inspector Kemp and a reporter, interpreters and the witnesses, and had with him certified copies and translations of the dying deposition of the murdered man and the medical evidence taken at the Inquest. After a speedy run of three hours the city was reached, and the party landed, going first to visit the military Magistrate by whom the capture had been effected. The District Magistrate was then called upon. He received the visitors politely, and after being handed the depositions he ordered the prisoner in for trial. While awaiting the arrival of the prisoner, one of the party was permitted to photograph the scene in the main hall of the yamen, with the numerous runners and sightseers about.

Upon the Court opening, the evidence of the three principal witnesses was heard. Yun Cheong, after giving a short history of Lai Mit, stated the circumstances under which he had lost his jacket, his reasons for suspecting Lai Mit, and the steps that lead to the chase of the daring robber. He told how, when near the fleeing man, he had been threatened with a revolver, and how, a moment later, hearing a shot fired, he had seen the deceased man staggering with a bullet wound in his stomach, and the murderer running away. Other witnesses told of the shooting and assisting the wounded man into a chair, in which he was taken to the Hospital. The statement of the murderer, made to the Magistrate of Sam-chung just after his arrest, was then read. The prisoner therein said he had been threatened by the deceased if he did not pay blackmail, and that as he was trying to escape, he had wounded but not killed him. Upon being questioned by the Sun-on Magistrate, however, the prisoner denied being Lai Mit and alleged that the statement had only been made owing to the threats of the Yamen runners. Confronted by men who had known him since a child, and still denying his identity, he was threatened with being "strung up" if he did not tell the truth. He then admitted being Lai Mit, but for some time tried to deny the murder. Skilfully questioned by the Magistrate, however, he admitted, point by point, the entire crime, beginning with the theft of the jacket, pawning it, being chased, firing the fatal shot as his only means of escape, and his flight to Sam-chung, where he was captured.

This evidence having been carefully transcribed and sealed, the witnesses by the imprint of the forefinger of the left hand, and the confession of the murderer by the impression of the whole left hand, the case was concluded. The Magistrate informed Inspector Stanton that the depositions would have to be forwarded to the Provincial Judge at Canton, and if he was satisfied the prisoner would then be sent down to Kowloon City for decapitation.

After exchanging compliments with the courteous and able official who had so greatly assisted in bringing to justice the desperate character who "did to death" a member of the Hongkong Police Force, the party returned to their launch and started for Hongkong. They experienced the full force of the gale in places, but managed to reach the Colony about 7 o'clock last night, thoroughly satisfied with the results of their mission to San-on.

THE ECLIPSE OF THE SUN.

HEARD OF, BUT NOT SEEN!

Yesterday, the 9th August, was the day fixed by the champion star-gazers of the universe for a total eclipse of the sun. It was said that it would be visible in northern Asia and Yezo, and as a partial eclipse was eagerly looked out for here. Scientific bodies from all parts of the civilised world were stationed near Hakodate and in Siberia to observe the various phenomena connected with the event, and important astronomical questions were to be solved by the learned observers who were assembled for the purpose at the most northern points of observation. These latter have yet to be heard from, but it is to be hoped that in the interests of science—and for the benefit of China's teeming millions especially—that their efforts to "take stock" of the heavenly bodies eclipsed every efforts of the kind yet recorded in the annals of scientific exploits.

In Hongkong a few preparations had been made to Observe the eclipse, but it was found impossible owing to the unfavourable weather.

On the 21st ultimo we published the times at which the beginning, the middle, and the end of the eclipse should be visible. These times as set forth the *North-China Daily News* recently, were as follows :—

At Hongkong (Cathedral.)

	Day.	h.	m.	
Beginning of eclipse...Aug.	9th	0	46	p.m.
Middle do. (max. phase)	,,	1.	26.5	,,
End do.	,,	2	5	,,

We are informed by the Chief Assistant to the Hongkong Observatory that no observations of any scientific importance or value were possible, as the most that could be seen was the partly obscured disk as the rapidly passing clouds momentarily allowed a glimpse to be obtained.

POLO.

The second tournament for Mr. F. H. May's Challenge Cup is now being played and the final between a team of the Royal Artillery and another representing the Club takes place to-morrow evening, 10th instant, at 5.30, on the Causeway Bay ground.

The teams will be composed as follows :—

THE CLUB.

1. Mr. Ross
2. Captain Loveband
3. Mr. Hastings

Hon. T. H. Whitehead—Back.

RIFLE BRIGADE.

1. Mr. Long
2. Captain Bethune
3. Mr. Boden

Mr. Salmon—Back.

ROYAL ARTILLERY.

1. Mr. Lewin
2. Mr. Buzzard
3. Mr. Grayson

Captain Burnie—Back.

POLO AS IT SHOULD NOT BE PLAYED.

The various recognised authorities on, and exponents of the noble game of polo have one and all dwelt on the scientific features of play, and have counselled instruction as to how perfection can best be attained by each player in each distinct rôle. We are most of us familiar with those pamphlets under the title of "Don't" that lay down rules of what should not be done by any one aspiring to polite society. A treatise on similar lines entitled "You Mustn't" is much needed by the young polo player. You mustn't cross ; you mustn't hit another polo player's pony's legs, and such similar admonitions would be not out of place for the guidance of beginners. None of the authorities on polo are helps to beginners in this essential need. Players are instructed what to do ; but there is no caution imparted to them as to what they should avoid doing. I have recently had painful experience of this lack of education on the part of a school of beginners, at Muddlepore. I have more than once in our station games found myself playing singly against seven adversaries. The sides have been made up as usual, four of the players have been adorned with blue badges, to distinguish them from the other four who have been designated 'White.' Play has opened in the usual manner ; the players having been alloted their places in the game, have been drawn up at the middle of the side line and the ball has been thrown in. In the games I have played in, disorder and confusion have commenced from this point. If playing with the blues, and one of the whites have got on to the ball, the other three of my side crowd up, and not only hamper each other but ride me off or interpose in my efforts to get to the ball. It is out of place to criticise the play of the opposing whites, but my side is completely disorganised ; the 'One,' 'Two' and 'Three' are either in a group or scattered widely at wrong points of the ground, and are a source of perpetual danger to themselves and to all around. There is strength in combination, but this term is not correctly understood by our tyros. They combine to thwart the aim of even their own side to reach the opposite goal. The ball travels slowly and with long stoppages. During the latter periods there will be my trio and two or three of the other side in a mob on top of it, and all brandishing their sticks wildly. Ponies' legs and heads are hit much oftener than the ball is. One of the whites will perhaps, by a fluky stroke, dribble the ball out of this mêlée, and then it will be found that one or more of the blues are offside, and in the endeavour of another to ride up and reach it, he is at once thwarted by one of his own side. A thrilling feature of the game as it merrily proceeds is the oft-witnessed spectacle of two players of the same side racing neck and neck and locked together for the ball when no one else is near, and in the result neither hits it ; but both pass harmlessly over it. In this game it is not a recognized principle that the ball should be kept travelling in as straight a line as possible between the two goals. Often when the ball is lying dead in such line, and I have made an effort to get to it and carry it on, others of my own side have raced for it from opposite sides and at right angles to my line, and one or the other has driven it away to the side almost from under my pony's nose. "Hit the ball, never mind in what direction, but hit the ball," is a maxim that many of our players endeavour faithfully to observe on our ground.

Lord Roberts and other distinguished military authorities advocate polo as a splendid game for developing many necessary qualities in young officers. There is one additional quality that has been developed on our ground, and this is independence of character. Many of our players play a game untrammelled by the restraints of the 'places' in the game or the direction in which they should hit the ball.—"PLAY" in the *C. & M. Gazette*.

NEWS IN BRIEF.

JAPAN AND KOREA.

We are indebted to our files of Japanese exchanges for the following items :—

Baby-farming has been started in Japan!

The native population of Seoul is 170,702.

Kobe has a "Business Encouragement Society."

Counterfeit five-sen pieces are in circulation in Japan.

800,000 tons of coal were exported from Japan last half-year.

More than 300 foreigners have been staying at Nikko recently.

The Fuji paper Mill paid a dividend of 13 per cent for last half-year.

The Kyoto Electric Tramway paid 14 per cent on its last year's business.

The Yokohama water supply is the subject of grave complaint at present.

Good iron ore has been discovered in large quantities near Yamaguchi.

Over 400,000 tons of coal were mined in Nagasaki prefecture last year.

The foreign trade of Japan for the past half year was valued at *yen* 134,299,721.

The telegraph route between Seoul and Peking, *viâ* Wiju, is being repaired.

An emigration company is to send 20,000 Japanese coolies to Brazil this year.

The Chinese man-of-war *Paohwa* has been raised at Weihaiwei by the Japanese.

The Yokohama Chamber of Commerce has petitioned for the abolition of export duties.

The new Japanese Minister to Korea presented his credentials to the King on the 25th ult.

The Japanese Government has asked China to confer posthumous honours on Admiral Ting.

During the first half of 1896 charters for 274 new stock companies were granted in Japan.

Telegraphic communications have been greatly upset lately by heavy rains all over Japan.

Chinese who land in Formosa without passports are sent back to China by the Japanese authorities.

Japanese hat merchants are going into the export business. A Company has been formed for the purpose.

The milk supply of Kobe is so bad the authorities recently directed a veterinary surgeon to watch the trade.

The *Chênyuen* has now been thoroughly repaired by the Japanese, and attained good speed on her trials.

3,800 *ri* (*ri*=2½ miles English) of telephone wires were in operation in Japan at the beginning of this year.

The telegraph line between Yuensan and the capital of Hamkiung province is shortly to be extended to connect with the Russian lines.

A Korean Minister of Education has been convicted of malicious libel on three Ministers! The libels were contained in a memorial to the throne.

Japanese vernacular papers report that charters for four railways have been granted by the Korean Government—two to a French syndicate and one each to Americans and Germans.

The Korean Government is laying a telegraph line from Seoul to Chemulpo, side by side with the Japanese military line, which, it is rumoured, will be run by Russian agents with Russian capital.

SHANGHAI AND NORTH-CHINA.

For the following items we are indebted to the files of our Shanghai exchanges :—

Cholera is raging in Peking.

The U.S. Consulate at Ningpo has been closed.

Mr. J. Fowler has been made U.S. Consul at Chefoo.

Work has again been resumed on the Peking-Tientsin Railway.

The Shanghai Baseball Club now numbers over 60 members.

The price of silk has been on the decline recently in Soochow.

The mother of the Emperor of China was buried on the 18th ult.

A Mixed Court has been opened in the German Concession at Tientsin.

A large eating-house in Soochow lately collapsed, causing several deaths.

A censor has memorialised the Throne in favour of taxing lottery tickets.

A woman who took part in a piratical outrage was recently beheaded at Hangchow.

The German-drilled soldiers of the Viceroy of the Liang-Kiang are now stationed at Woosung.

It is said that robbers are plundering people and churches at Hsü-chow, of Kiang-nan province.

A Chinese wizard has been doing good business in Shanghai, but the Police have caused him to "move on."

Arrangements have been made for the British Minister at Peking to have audience of the Emperor of China.

On the representation of the Taotai to the Tsungli Yemen, a foreign Custom House is to be built in Chungking.

The Viceroys of the various provinces are all now anxious to cause the new Chinese coins to circulate freely in this dominions.

A severe shock of earthquake was felt at Tientsin on the 22nd July. It was the most severe earth tremor felt since 1888.

It is reported that Rev. Griffith John has been presented with a house and piece of land in Hunan, in which to start mission work.

It is alleged that the Emperor of China has directed that foreign mathematics and various western sciences are in future to be studied by young men who present themselves for examination for degrees.

STRAITS AND SIAM.

The following items are culled from our Straits and Bangkok exchanges :—

The steamer *Good Luck* is for sale at Singapore.

The export of guttapercha from Perak is increasing.

The railway has killed the boat trade on the Perak River.

In a recent elephant "drive" in Ceylon fifty animals were bagged.

The Penang Race Meeting was held on the 6th, 7th, and 8th August.

A Selangor rifle team recently beat a Penang team by 44 points—364 to 320.

The Straits Police have made a number of arrests of the manufacturers of spurious coins.

A Bengali was recently fined $100 in Singapore for selling milk with 47 per cent. of added water.

Owing to the decline in the price of tin, the miners in Selangor are said to be in great straits.

Native passenger lodging-houses are to be licensed and registered in future in the Straits Settlements.

The King of Siam and his retinue arrived at Singapore from Java on the 13th ult., *en route* to Bangkok.

The King of Siam has been patronising Harmston's Circus in Soerabaya, and on a recent occasion £408 was taken at one performance.

The Government of the Straits Settlements will offer two Queen's scholarships for competition next year. Why can't we have—well, say, one such scholarship in Hongkong?

Here's a "tip" for our Colonial Treasurer : An Order-in-Council requiring the registration of graves in Perak is estimated to bring in half a million dollars revenue.

THE LEGISLATIVE COUNCIL.

REVISION OF ITS CONSTITUTION.

The following "Additional Instructions," passed under the Royal Sign Manual and Signet, to the Governor and Commander-in-Chief of the Colony of Hongkong, making further provision as to the Legislative Council, were published in the *Government Gazette* of 8th August, thus :—

Dated 7th July, 1896.

Additional Instructions to our Governor and Commander-in-Chief in and over Our Colony of Hongkong, and its Dependencies, and to Our Lieutenant Governor or other Officer for the time being administering the Government of Our said Colony and its Dependencies.

Given at Our Court at Saint James's, this seventh day of July, 1896, in the sixtieth year of our reign:

Whereas by certain letters patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, bearing date at Westminster the nineteenth day of January, 1888, constituting the office of Governor and Commander-in-Chief in and over Our Colony of Hongkong and its Dependencies, we did, amongst other things, declare that the Legislative Council of the Colony should consist of such persons as we should direct by any Instructions under our Sign Manual and Signet ;

And whereas by the Thirteenth Clause of Our Instructions under Our Sign Manual and Signet, bearing date the Nineteenth day of January, 1888, accompanying Our said Letters Patent, We did constitute Our said Legislative Council as therein is set forth ; and by the Sixteenth Clause of Our said Instructions We did provide for the precedence of the Members of Our said Legislative Council ;

And whereas We are minded to reconstruct Our said Legislative Council :—

I.—Now therefore We do, by these Our Additional Instructions under Our Sign Manual and Signet, revoke the aforesaid Thirteenth and Sixteenth Clauses of Our said Instructions of the Nineteenth day of January, 1888, but without prejudice to anything lawfully done thereunder, and instead thereof We do declare Our pleasure as follows :—

II.—The Legislative Council of the Colony shall consist of the Governor, the Lieutenant Governor (if any), the Senior Military Officer for the time being in command of Our Regular Troops within the Colony, the persons for the time being lawfully discharging the functions of Colonial Secretary, Attorney General, and Treasurer of the Colony, and such other persons holding offices in the Colony, and not exceeding three in number at any one time, as at the time of the receipt of these Our Additional Instructions in the Colony are Official Members of the said Council, or as We may from time to time appoint by any Instructions or Warrants under Our Sign Manual and Signet, and all such persons shall be styled Official Members of the Legislative Council ; and further of such persons, not exceeding six in number at any one time, as at the time of the receipt of these Our Additional Instructions in the Colony are Unofficial Members of the said Council, or as the Governor, in pursuance of any Instructions from Us, through one of Our principal Secretaries of State, may from time to time appoint by any Instrument under the Public Seal of the Colony, and all such persons shall be styled Unofficial Members of the Legislative Council.

Every person who at the time of the receipt of these Our Additional Instructions in the Colony is an Unofficial Member of the Legislative Council may retain his seat until the end of six years from the date of his appointment, and every Unofficial Member appointed after the receipt of these Additional Instructions shall vacate his seat at the end of six years from the date of the Instrument by which he is appointed.

III.—The Official Members of the Legislative Council shall take precedence of the Unofficial Members ; and among themselves shall take precedence as we may specially assign, and, in default thereof, first the above-mentioned Officers in the order in which their offices are mentioned (except that the Senior Military Officer, if below the rank of Lieutenant-Colonel in our Army, shall take precedence after the person lawfully discharging the functions of Attorney-General), then other Official Members and all Unofficial Members according to the priority of their respective appointments, or, if appointed by the same Instrument, according to the order in which they are named therein.

VICTORIA R.

THE MERCHANT SHIPPING COUNCIL BILL.

It was not to be expected that a Bill to provide a Merchant Shipping Council to act as a sort of dry nurse to Parliament in matters connected with shipping legislation, and as a Mentor to the Telemachus of Whitehall Gardens in matters of administration, would, however carefully drafted, meet with the general approbation of shipowners, because shipowners are not too prone to agreeing amongst themselves, and it was not likely that any measure promoted by one section of the trade would at once secure the unqualified approval of the other sections. Accordingly it is not surprising to find that the Liverpool Steamship Owners' Association has issued a somewhat drastic criticism of the Draft Bill put forward by the North of England Protecting and Indemnity Association.

The Liverpool pronouncement will be published next week, and will then be criticised. In the mean time we take leave to offer a few observations on the general subject. No one doubts that the absence of a concrete body, elective in its nature and properly representative of the shipping interest, which body the Board of Trade should be bound to consult before initiating shipping legislation, has mainly conduced to crowding the Statute Books with measures which, passed in ignorance, had to be repealed as soon as the Department had acquired, at the cost of much life and property lost, the knowledge which the shipowners always possessed, but which they had no means of impressing with proper weight on the Board of Trade. It is assumed that a Shipping Council legally constituted as an advisory Board, would prevent much of this needless, not to say mischievous, legislation. This is a large assumption, seeing that shipping legislation does not necessarily spring from the Board of Trade, and that cases have already arisen, and might easily arise again, where the Board of Trade with the best will in the world would be powerless to prevent the independent action of an impulsive and emotional House of Commons. But, even on the largest assumption, all would depend on the constitution of the Council, and on its representing really—not nominally—the various sections of the shipping trade. Should it fail to do this, outside dissent in the electing bodies, more or less loudly expressed, would lessen the weight attaching to the advice of the elected members, and proportionately diminish the power of the Council in guiding legislation.

While concurring to the fullest extent in the desirability of establishing a Shipping Council as the most effectual means of placing at the disposal of the Board of Trade and of Parliament the knowledge which is only to be acquired by experience, *Fairplay* considers that the construction of the Council as at present proposed is open to serious objections. It is to be an advisory body ; to advise in the interest of shipping ; and shipping means simply the £125,000,000 or so of hard cash which British investors from John o' Groats to the Land's End have furnished to develop the most vital of all our trades, viz., the overseas carrying trade of this country and of the world. The Council is not to advise in the interests of the Board of Trade, and nothing that it can do can affect the *status* of that body; why then should the Board be represented on it? We should one day have a new version of Mr. Gilbert's Lord Chancellor committing himself for contempt of himself, when the three Board of Trade members might have to condemn, as Barnacles, the measures they had approved as Councillors. The Council is not to advise in the interest of underwriters, who are absolutely independent of shipowners, and who have never shown any lack of ability or disposition to take care of themselves. Why, then, should underwriters be on it? The underwriter who speculates on the voyage of a ship is in the position of a bookmaker who bets on a horse-race. The fact that he has an interest in the race does not give him a property in the horse, or a right to a voice in the stable management. It is not to advise in the interest of shipmasters, who are the servants of the shipowners, and whose experience, invaluable as it may be on points of navigation, is always at the service of their employers, and can always be obtained when wanted; but as a body they neither build ships nor buy ships, and have no part or parcel in the £125,000,000 at stake. Why, then, should they have an equal voice in matters affecting property which they do not own with the men who do own it, and with the men who design and build the ships? The coachman who for thirty shillings a week is ready to drive any carriage for anybody, would hardly be called in to lay down rules for the management of the business of the men who build or buy the carriages he is content to drive.

In our opinion the only persons entitled to sit on an advisory Council are the shipowners, the shipbuilders, and the registering societies—the first find the money, the second the technical knowledge, and the third see that conditions of safety are complied with. If the Council were to be a legislative body, or an administrative body, it would be different, and all possible interests would require to be considered ; but it is not. In front of the Council stands the Board of Trade, and behind the Board of Trade stands Parliament. The Council would have to advise those bodies in the interest of the shipping trade ; it would not have to advise them in the interest of underwriters, or of master mariners. Those interests can make themselves heard in Parliament and elsewhere by methods open to all the world, but we submit that they have no *locus standi* on a Shipping Council designed to protect industries which they neither create nor own. The following is the proposed constitution of the Merchant Shipping Council, as given in Clause 2 of the draft Bill, which was printed in *Fairplay* of the 5th June :—

Members appointed by the Board of Trade...	3
Member appointed by the Secretary of State for the Colonial Department	1
Member appointed by Lloyd's Registry of British and Foreign Shipping.....	1
Member appointed by the British Corporation for the Survey and Registry of Shipping..	1
Member appointed by the Institute of London Underwriters	1
Member appointed by the Liverpool Underwriters' Association	1
Members appointed by the Federation of Shipbuilders and Engineers.....	2
Members appointed by the Federated Shipmasters' and Officers' Association	2
Members elected by shipowners	6

It will be observed that the shipowners, with their usual modesty, have placed themselves in a minority of six out of eighteen on the Council of their own forming ; a position to which by long and bitter experience they have evidently become accustomed.

SHIPPING AND MAIL NEWS.

MAILS DUE :

Indian and Straits *(Kutsang)* to-morrow.
American *(Doric)* 13th inst.
French *(Sydney)* 15th inst.
Tacoma *(Braemar)* 15th inst.
Canadian *(Empress of India)* 25th inst.
American *(China)* 27th inst.
Tacoma *(Tacoma)* 27th inst.

* * *

THE O. & O. S. S. Co.'s steamer *Doric*, with mails, etc., left Nagasaki for this port at 6 a.m. to-day.

* * *

THE N. G. I. steamer *Lattmbro* left Bombay for this port on the 8th inst., and may be expected here on or about the 26th inst.

* * *

THE Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore for this port yesterday, and may be expected here on or about the 14th inst.

* * *

THE M. M. steamer *Sydney*, with the French mail of the 17th July, left Singapore for this port at 6 p.m. on the 8th inst., and may be expected here on or about the 15th inst. This vessel brings replies to letters despatched from Hongkong on the 10th June.

* * *

SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.

Clara	steamer,	from	Iloilo.
Benlarig	,,	,,	Hongay.
Namoa	,,	,,	Swatow.
Peiyang	,,	,,	Canton.
Ash	,,	,,	Hoihow.
Germania	,,	,,	Singapore.
Tatlee	,,	,,	Canton.
Kwangtse	,,	,,	Canton.
Glenavon	,,	,,	Shanghai.
Amara	,,	,,	Moji.
Satsuma Maru	,,	,,	Shanghai.
Bellona	,,	,,	Kobe.
Federation	,,	,,	Amoy.
Humber	storeship	,,	Yokohama.

Aggregating 17,075 tons register.

DEPARTURES.

Gaelic	steamer,	for	America.
Taksang	,,	,,	Canton.
Chingtung	,,	,,	Canton.
Wingsang	,,	,,	Canton.
Tamsui	,,	,,	Canton.
Shanghai	,,	,,	Shanghai.
Sabine Richmers	,,	,,	Amoy.
Tatlee	,,	,,	Hongay.
Chuangchew	,,	,,	Amoy.
Phra C. C. Klao	,,	,,	Swatow.
E. Richmers	,,	,,	Shanghai.

Aggregating 17,720 tons register.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Piccola	in	Kowloon	Dock.
Brand	,,	,,	,,
Progress	,,	,,	,,
Empress of China	,,	,,	,,
Activ	,,	,,	,,
Klangnan	,,	,,	,,
McDuff	,,	,,	,,
Nanyang	,,	,,	,,
Strathallan	,,	,,	,,
Reina Cristina	,,	,,	,,
Honam	,,	,,	,,
Scottish Isles	,,	,,	,,
Taichang	,,	,,	,,
Wandering Jew	,,	Cosmopolitan	,,
Arpath	,,	,,	,,
Shantung	,,	Aberdeen	,,
Hobbikin	,,	,,	,,

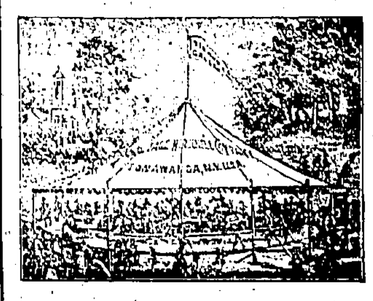
PASSED THE CANAL.

OUTWARD—3rd July—*Cowrie, Tosa Maru*, 14th July—*Ghazee*, 17th July—*Oolong, Sydney, Teucer, Leander*. 21st July—*Kretmhild, Agapanthus*. 24th July—*Canton*. 28th July—*Benvoirlich, Glaucus*. 31st July—*Mogul, Pingsuey, Wennington Hall*. 4th August—*Bayern, Breconshire, Irene, Queen Olga, Junopi Maru, Dorothea*. 7th August—*Glenshiel, Java, Keemun, Natal*.

HOMEWARD—31st July—*Glengarry, Yapan*: 4th August—*Oceanian, Garda*. 7th August—*Hector*.

Amusement.

JUST ARRIVED! JUST ARRIVED!!



THE GREAT AMERICAN STEAM RIDING GALLERY,
FROM AMERICA,
WITH ALL THE LATEST IMPROVEMENTS.
CHARIOTS, CARRIAGES AND GALLOPING HORSES, SPLENDID MUSIC,
BIG TENT
AND EVERYTHING FOR THE ENJOYMENT OF THE PUBLIC.
The Young Folks like it. The Old Folks like it.
They all like it they cannot help it.
For never has Hongkong been visited by a more popular form of Enjoyment and amusement for years.

COME EARLY! COME EARLY!
EVERY AFTERNOON AND NIGHT.
RAIN OR SHINE PERFECTLY SAFE.
ONLY 10 CENTS A RIDE; 10 CENTS.

RECLAMATION GROUND,
PRAYA, WEST POINT.
Hongkong, 22nd July, 1896. [1166

Intimations.

GEO. FENWICK & CO., LIMITED.

A PRIVATE MEETING of REGISTERED SHAREHOLDERS of the above COMPANY will be held at the HONGKONG HOTEL, on THURSDAY, the 13th August, at 5 P.M., to discuss important business matters.
Hongkong, 7th August, 1896. [1248

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the Fifteenth day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1896.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th July, 1896. [1195

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the CORPORATION will be CLOSED from SATURDAY, the First to the Fifteenth day of August next (both days inclusive), during which period no TRANSFER OF SHARES can be registered.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th July, 1896. [1196

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLERS will be held in the OFFICES of the COMPANY No. 14, Praya Central, on MONDAY, the 24th August, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1896.
The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.
By order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 3rd August, 1896. [1214

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of TWO AND A HALF PER CENT. (ONE DOLLAR and TWENTY-FIVE CENTS per Share) for the Six Months ending 30th June, 1896, will be PAID to those Persons who are registered as SHAREHOLDERS in the above Company on MONDAY, the 24th August, 1896.
The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 24th instant, both days inclusive.
By Order.
EDWARD OSBORNE,
Secretary.
Hongkong, 6th August, 1896. [1244

MID-FORMOSA RELIEF FUND.

SUBSCRIPTIONS are earnestly solicited for the RELIEF of the INHABITANTS of MID-FORMOSA, RENDERED HOMELESS through the late disturbances, a full report of which has been published in the Hongkong and Shanghai Newspapers.
It is roughly estimated that at least FORTY THOUSAND PEOPLE have been forced to take refuge in the Hill Country, from the Towns and Villages in and around the Hoonim district.
Of this number, it is calculated that *Twenty-five thousand are without shelter and totally unprovided for*. The distress reported is lamentable, and hopeless of alleviation without material and speedy assistance.
A Committee will be formed to arrange for the distribution of money collected. Meanwhile the Undersigned makes an earnestly APPEAL on behalf of the SUFFERERS. Subscribers are kindly requested to pay their donations to the HONGKONG AND SHANGHAI BANK, at Hongkong, Shanghai or Amoy, specifying such payments as being on behalf of the MID-FORMOSA RELIEF FUND.
ALLAN W. BAIN.
Taiwanfoo, South Formosa,
1st August, 1896. [1184

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING!

—:(:)o(:):—

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,
APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 30th July, 1896. [52

EASTERN MICA WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES OF STEAM PIPE COVERED IN 12 MONTHS
BY
THE LOCAL INDUSTRY.
HOLDSWORTH'S COMPOSITION
IS THE BEST AND CHEAPEST IN THE MARKET
AND
RESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL.
IN TIERCES READY FOR USE, F.O.B. ONE TON COVERS 200 SUP. SQ. FEET.
"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

REFERENCES:—
Hongkong & Whampoa Dock Co; Blackhead & Co.; Wieler & Co; Carmichael & Co; Chee Woo & Co; I. M. Customs; Douglas Steamship Co. and the C. P. R.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 10th August, 1896. [1029

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

—:o:—

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED BY BELL'S ASBESTOS CO.

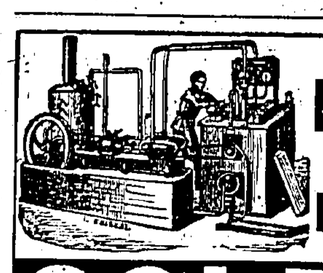
THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FITTERS, CHEMICAL PUMPS, &c.

W. JACKSON,
Manager.

1170]



COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. *CAPITAL, £60,000.*
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE

Apply to MESSRS. DODWELL, CARLILL & Co.
Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

VERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all cases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and puts flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

PETER DAWSON'S SCOTCH WHISKY.
THE WELL-KNOWN BRANDS.
PERFECTION. *SPECIAL.*
EXTRA SPECIAL.
Apply to H. H. KIRCH & Co.,
Sole Agents.
Hongkong, 1st May, 1896. [753

LAND AND SEA MAY LIE
BETWEEN YOU AND
CHICAGO, U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Books on every subject.

To introduce to you our immense facilities, we will send *free of charge* to you or any other foreign resident our "BUYERS' GUIDE," a 2½ pound book, 700 pages, 13,000 illustrations, 40,000 descriptions,—invaluable in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

MONTGOMERY WARD & Co.,
311 to 315 Michigan Ave. Chicago, U.S.A.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN, VIA SWATOW.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above TO-MORROW, the 11th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1896. [1255

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAMSUI,"

Captain Pearce, will be despatched as above on WEDNESDAY, the 12th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1896. [1256

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA:

THE Steamship

"FLINTSHIRE,"

Captain Dwyer, will be despatched for the above Ports on or about WEDNESDAY, the 12th inst.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th August, 1896. [1223

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MEDUSA,"

Captain G. Wallusching, will leave for the above places on WEDNESDAY, the 12th instant.
For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 6th August, 1896. [1241

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR WLADIVOSTOCK, VIA SHANGHAI.
(With liberty to call at CHEFOO and/or NAGASAKI.)

THE Company's Steamship

"WINGSANG,"

Captain Sellar, will be despatched as above on THURSDAY, the 13th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th August, 1896. [1234

FOR YOKOHAMA AND KOBE.

THE Steamship

"KACHIDATE MARU"

will be despatched as above on FRIDAY, the 14th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1896. [1257

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Monmouthshire	Saturday.....	15th August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

will be despatched hence for PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on SATURDAY, the 15th August.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. *Monmouthshire* has Superior Accommodation for Saloon Passengers.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 30th July, 1896. [1200

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Innes, Commander, will be despatched on TUESDAY, the 18th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th August, 1896. [1197

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Federation* ...	To JAVA.....	August.
S.S. *Germania*.....	To JAVA.....	Sept.
S.S. *Castius*.....	To JAVA.....	October.
S.S. *Germania*.....	To JAPAN....	August.
S.S. *Castius*.....	To JAPAN ...	Sept.
S.S. *Federation* ...	To JAPAN ...	October.

General Agents for China & Japan,
LAUTS, WEGENER & Co.
Hongkong, 27th July, 1896. [833

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
(To follow the S.S. *Strathnevis.*)

THE Steamship

"GLAMORGANSHIRE,"

Captain Vyvyan, will be despatched for the above Port on or about the 16th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 5th August, 1896. [803

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on MONDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th August, 1896. [1232

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

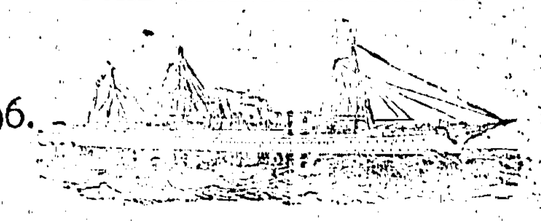
THE Company's Steamship

"NERITE,"

Captain Daniel, will be despatched as above on MONDAY, the 31st instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 8th August, 1896. [1240

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY. *SPEED.* *PUNCTUALITY.*

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Hongkong, 10th August, 1896. *Pedder's Street.* [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 25th August, at Noon.	
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 12th Sept., at Noon.	
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 30th Sept., at Noon.	

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 25th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 10th August 1896 [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [42

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	Sunday, 16th August, at Daylight.	
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Sept., at Noon.	
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th Sept., at Noon.	

THE U.S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 16th August 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

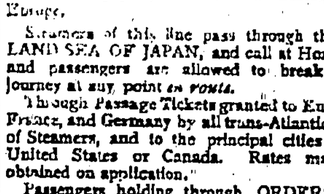
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 4th August, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.



DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March 1896. [9

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPORE,"

Captain J. R. Loudon, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 30th July, 1896. [432

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen.....	Tuesday...	18th August.
Bayern	Tuesday...	15th Sept.
Prinz Heinrich ...	Tuesday...	13th Oct.
Preussen	Tuesday...	10th Nov.
Sachsen.....	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Preussen.....	Tuesday...	2nd March.

ON TUESDAY, the 18th day of August, 1896, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 15th Aug. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 17th Aug., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 17th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than $2 50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st July, 1896. [1152

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar	3,601	Tuesday ...	Aug. 25.
Tacoma	4,549	Thurday ...	Sept. 3.
Victoria	3,167	Monday ...	Sept. 21.
Olympia	3,608	Friday	Oct. 9.
Braemar	3,601	Tuesday ...	Oct. 27.

THE Steamship

"BRAEMAR,"

Captain E. Porter, sailing at Noon, on TUESDAY, the 25th August, will proceed to VICTORIA, B.C., and TACOMA, Wash., *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be, in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 1st August, 1896. 4

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.